Statement-II

Index of Stations Don eStic

S. No.	Station Name
1	2
1.	Agurtala
2.	Agra
3.	Ahmmdabad
4.	Amritsar
5.	Aurangabad
6.	Bagdogra
7.	Bangalore
8.	Bhavnagar
9.	Bhopal
10.	Bhubaneswar
11.	Bhuj
12.	Bombay
13.	Calcutta
14.	Calicut
15.	Chandigath
16.	Cochin
17.	Coimbatore
18.	Varanasi
19.	Delhi
20.	Dibrugarh
21.	Dimapur
22.	Goa
23.	Guwahati
24.	Gwalior
25.	Hyderabad
26.	Imphal
27.	Indore
28.	Visakhapatnam
29.	Jaipur
30.	Jammu
31.	Jamnagar
32.	Jorhat
33.	Jodhpur
34.	Khajuraho
35.	Leh
36.	Lucknow
37.	Madurai
38.	Mangalore
39.	Madras
40.	Nagpur
41.	Patna
42.	Port Blair
43.	Pune
44.	Raipur
45.	Rajkot
46.	Ranchi
47.	Silchar
48.	Srinagar
49.	Tezpur
50.	Trichy
51.	Trivandrum
52.	Udaipur
53.	Vadogra.

Services from *Allahabad m\iLdia.yin* W.e.f. May 1992. Services from *Kanpur Gorakhpur,* withdrawn w.e.f. iVlay '92. Services from *Carnicobar* withdrawn w.e.f. December 92.

Request from private airlines for Boeing 400 series

L845. SHRI N. GIRI PRASAD: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the different type of aircraft alongwith passengers capacity and iluel efficiency being operated in India;

(b) whether some of the private airlines have requested in DGCA to allow them to bring Boeing 400 series in India; if so, the names of the operators and the date on which pemiis. £ion was granted;

(c) the names of the foreign air. lines offering Boeing 400 series and the financial demand for each; and

(d) whether it is on dry or wet lease and the comparative cost thereof?

THE MINISTEai OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Details of aircraft operated by Air India, Indian Airlines^ Vaynidoot and Air Taxi Operators alongwith iiieir passenger Capacity and specific fuel consumption are given in Statement I (See below). (b) and (c) Yes, Sir. A statement II is attached (See below.)

(d) The aircraft being operated by Air Taxi Operators are either owne* by them or on dry lease. Information regarding cost iJs not disclosed by the operators.

	Type of Aircraft	Engine	Specific, Fuel Consumption*	Passengers
Indian Airlines	Airbus A 300	CF6—50C	0.390 lb/hr/lb st.	248/260
	Airbus A 320	IAE V2500	0.575 lb/hr/lb st.	162
—	Boeing 737—200	JT8D—17A	0.645 lb/hr/lb st.	126
Air India	Airbus A300	CF6—50	0.390 lb/hr/lb st.	238
	Airbus A310	CF6—80C2	0.344 lb/hr/lb st.	206
	Boeing 747—200	JT9D—7J	0.631 lb/hr/lb st.	392
	Boeing 747—300	CF6—80C2	0.324 lb/hr/lb st.	273
	Boeing 747—400	PW 4056	0.58 lb/hr/lb st.	417
Vayudoot	Dornier DO—228	TPE—331	0.626 lb/hr/ehp	19
	Avro HS 748	RR 7—531	0.578 lb/hr/ehp	43
East West Airlines	Boeing 737—200	JT8D 9A	0.595 lb/hr/lb st.	125
	Fokker F27—500	DART 532	0.578 lb/hr/ehp	47
M.G. Express	Boeing 737—200A	JT8D 15	0.630 lb/hr/lbst.	107

	Type of Aircraft	Engine	Specific Fuel Consumption	Passengers
Jet Air	Boeing 737—300	CFM56—3	0.621 lb/hr/lb/st.	125
	Boeing 737—400	CFM56—3	0.621 lb/hr/lb st.	134
Archana Airways	Let L410	Walter 610	0.647 lb/hr/ehp	17
Damania Airways	Boeing 737—200	JT8D—9A	0.595 lb/hr/lb st.	125
Jagson Airlines	Dornier Do—228	TPE—331	0.626 lb/hr/shp	19
Sahara Airlines	Boeing 737—200	JT8D—9A	0.595 lb/hr/lbst.	124
Raj Air	Fokker F27 MK. 50	PWC 125B	0.468 lb/hr/ehp	50
Nepc Airlines	Fokker F27—500	DART 532	0.578 lb/hr/ehp	52
Udan Research and Flying Institute	Cessna 172P	LYCO 0320	0.30 lb/hr/bhp	4
	Cessna 152	Lyco 0235	0.36 ib/hr//bhp	2
Ub Air Pvt. Ltd.	Bell 47G	Lyco Vo435	0.40 lb/hr/hp	2
Saraya Aviation	Beech Baron B58	Cont. 520C	0.48 lb/hr/bhp	5
Delhi Gul Airways	Ecureil AS350B	Arriel IB	0.59 lb/hr/shp	4
India Inter national Airways	HS—125	Viper 522	1.00 lb/hr/lb.	7
	Bell Jet Ranger	Allison 250	0.709 lb/hr/shp	5

	Type of Aircraft	Engine	Specific Fuel Consumption*	Passengers
Megapode Airlines	HS 125—700	TFE—731	0.506 Ib/hr/Ib	11
Aerial Services	Beech Jet 400	JTI5—5	0.562 Ib/hr/Ib	8
Trans Bharat Aviation	Beech 99	JT16A—20	0.670 Ib/hr/ehp	15

NOTE

Thefuel efficiency for different aircraft depends on the type of engince fitted For compariosn of furel dficency of variovu enginse a parameter kinown a s" Specific Fuel Consumptio" us adopted For jet aircraft this is definge as the amount of fuel consumed per hour per unit of thrust (power) under static conditons Lower the Specific Fuel Consuptions of an encgind the mor fuel efficetn the engince is

The enginds develop different power underdiffenrent conitin of flight The Actual fuel consuption of an aircrai therfo will depejd upon various parmeters such as the carried phase of flight (take off cruise landing) temperture alu\tiude etc.

The of specificfuel conumption gibne in the annecure are based on the informtation publishd in the book " Janes All the World Aircrft

Statement-II

Application for Import of 8-721-400 Aircraft

S. No.	Name of Air Taxi operator	When permission granted/aircraft imported	Name of the Leasing Company
1	M/s. East West Airlines	Permission for import of 2 Nos. B-737-400 was granted on 8-11-93.	M/s. Malaysian Airlines
2	M/s. Jet Airways	Permission for import accorded. One aircraft has already arrived and endorsed in the Permit. 2nd aircraft arriving on 1st May, 1994.	Do.
3	M/s. Sahara India Airlines	Not yet accorded	Air U.K.
4	M/s. M.G. Express Ltd.	Do.	Lufthansa

***Flights* by Indian domestic carriers abroad**

5846. SHRI N. E. BALARAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether some of the private carriers were engaged by foreign Airlines to operate their flights over-Si as as reported in some newspapers in March;

(b) if So, what are the details of the Indian domestic carriers operating flights abroad; and

(c) whether the operations were ap preciated by the International air lines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) M/s. British Airways had chartered East West Airlines' Aircraft Boeing 737-200 to operate their two flights. On 11.09.1992 British Airways operated flight BA 748 Bombay]Dacca with East West Airlines' aircraft. Return flight DaccalBombay was a ferry flight. On 03.03.1994, British Airways operated their BA 9510 flight with East West Airlines' aircraft on Delhi-Bahrain sector. The return flight Bahrain-Bombay was a ferry flight.

(c) No complaints have been received so far about the flights.

Fall out of repeal of Air Corporations Act

5847. SHRI N. E. BALARAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the fall-out in the Civil Aviation sector after the replealing of the Air Corporation Act, alongwith the names 0l the present operators and the new proposals received; and

(b) whether Government have made any studies about the growth of Civil Aviation until the end of the century, alongwith the details of fleet, financial outlay_ airports etc.?

THE MINISTER OF CIVIL AVIA TION AND TOURISM (SHRI GHU LAM NABI AZAD): (a) Presently His. Air India Ltd., Mls. Indian Air lines Ltd._ and Vayudoot are operat ing scheduled air transport services. A list indicating names of present Air Taxi Operators and those who Have applied for the grant of permit to operate scheduled air transport services given in the statement *(.See* below) ' '*)

(b) Planning Group on Civil Aviation set up by Planning Commission in 1985 under the Chairmanship of late J. R. D. Tata, in its report had projected in the domestic Sector an average Annual Growth Rate of 11.5 per cent for passenger traffic and 11.2 per cent for cargo traffic over the